

HISTORY OF LIMA, OHIO

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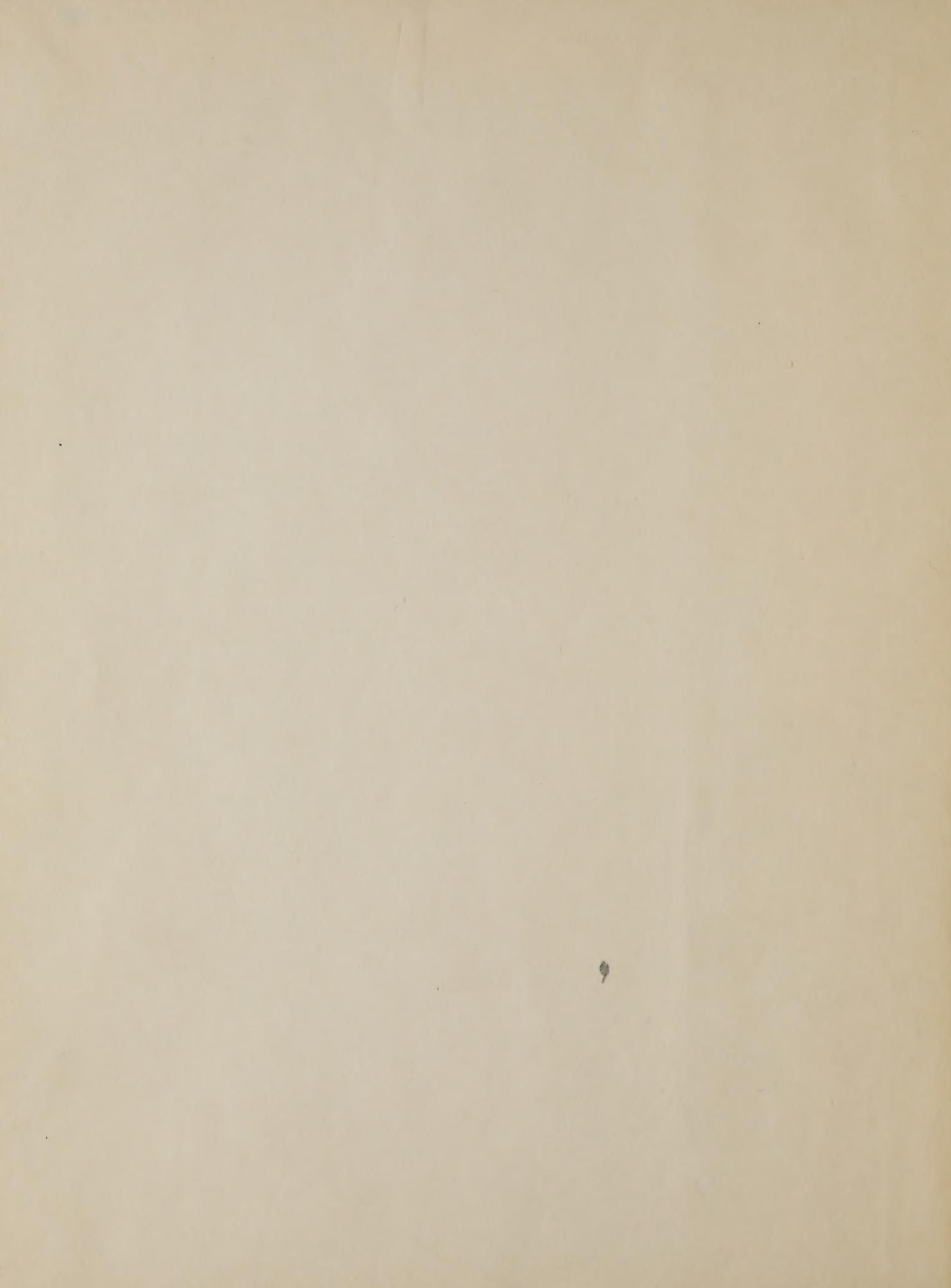
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HISTORY OF LIMA, OHIO

BY FRANK M. HACKMAN

LIMA ASSOCIATION
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LITERATURE REVIEW

HISTORY OF LIMA OHIO

By FRANK M. HACKMAN

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PART ONE. NORTHWESTERN OHIO 1670 - 1820. From earliest times, northwestern Ohio, centering about Lima and Allen County, has held a prominent place in the growth of our country. Much of its history, briefly mentioned in standard histories, remains to be written.

Less than fifty years after the settlement of Plymouth colony, the French exploration and domination of the Great Lakes and the northwest territory began. As early as 1670 the French were establishing trading posts and forts in this region. They explored and named the rivers and streams in all of northwestern Ohio - the Maumee,

the Auglaize, the Blanchard, the Ottawa and the St. Marys Rivers - these they called the "Miamis of the Lakes". The site of Lima is not far from one of the main trade routes used by Indian warriors, French, English and American traders, explorers, soldiers, and settlers when traveling from the Ohio River to the Great Lakes. This river route the French named "Au Glaize" because it led through the Black Swamp region of northwest Ohio to the firm clay ground in the vicinity of the later site of Lima and Allen County.

After nearly 100 years of French domination, the English Colonies in the east began pushing out into the northwest territory. Backing their claims to the region were the terms of the charters of Virginia, Massachusetts, Connecticut and New York. Northwestern

Ohio became the focal point of these two movements, in the center of the pincers, as it were, as the two nations sought to establish their supremacy in the rich fur trade of the Ohio country. The English post at Pickawillaney, near the site of present-day Piqua and the French post Miami on the Maumee River near Toledo, faced each other across the rich lands of northwestern Ohio. By 1750 the French & Indian War for the Ohio country was inevitable. Competition for the Indian trade could no longer be decided by the offer of trinkets.

FRENCH & INDIAN WAR: - Probably the first engagement of the French & Indian War, yet undeclared, occurred when a French expedition under Charles Langlade marched up the Auglaize River and destroyed the English post at Pickawillaney in 1752. Hostilities broke out throughout the frontier. Colonel George Washington's engagement at Great Meadows and General Braddock's defeat in western Pennsylvania were other early engagements in the "war for the Ohio country". Peace came briefly in 1763 with the acquisition of Canada and the northwest territory by Great Britain. Control of the fur trade in the vast territory north of the Ohio River figured strongly in the economy of the British colonial policy. The Royal Order of 1763 and the Quebec Act of 1774, making the northwest territory a part of the Province of Quebec and closing the land north of the Ohio to colonization, were one of the direct causes of the American Revolution. At least five of the charges made against King George in the Declaration of Independence referred directly or indirectly to the territorial policies enforced in the colonies.

WAR FOR INDEPENDENCE: The western campaigns of the Revolution were as important as any of the stirring events of the war. The Auglaize River was again the scene of raids and counter-raids throughout the northwest territory. Active in northwest Ohio during this period were such American leaders as George Rogers Clark, Daniel Boone and Simon Kenton. For the British were Henry Bird, Alexander McKee, and Simon Girty. Prominent among the Indians were Buckongahelas, Tecumseh, Pontiac, Blackhoof and many others whose activities centered in northwestern Ohio for many years.

Following the end of the Revolution, the passage of the Ordinance for the Northwest Territory in 1787 threw the Ohio Country open to colonization. Hostilities soon broke out between the American colonists and the Indians which led to the campaigns of General Josiah Harmar, General Arthur St. Clair and General "Mad" Anthony Wayne. (1790 - 1795). General Wayne sent his troops throughout the Lima area against the Indian villages along the Auglaize and Ottawa Rivers. Meriwether Lewis, William Clark, and Zebulon Pike were young scouts with General Wayne's army and it was in this vicinity that they learned much of the frontier-craft that later made the names of Lewis & Clark and "Pikes Peak" famous in the exploration of the far west. Wayne's troops moved up the Auglaize and defeated the Indians at the battle of "Fallen Timbers" on the Maumee River. The peace treaty, signed at Greenville, Ohio in 1795 left the Lima area within the Indian Territory established by the Greenville Treaty Line.



The routes followed by Wayne's armies during this time have been commemorated by the establishment of what is known as the "Anthony Wayne Parkway" with suitable markings on the modern highways which parallel them. This parkway follows portions of Routes 66, 33, & 127 in the Lima area. Also commemorated in this vicinity is Fort Amanda, built during the War of 1812, on the site of one of the posts established by General Wayne during his Indian campaign.

WAR OF 1812: The Auglaize River again played an important part in the movement of troops through the Northwest Territory during the War of 1812. Fort Amanda, now the site of a beautiful park, was built by Col. William Poague on the banks of the river a few miles west of Lima. Flatboats built at Fort Amanda to transport men and supplies to Lake Erie were used by Perry during the battle of Put-In-Bay. The conclusion of this war opened most of the Northwest Territory to settlement and Fort Amanda, abandoned by the Army in 1815, became the home of the first settlers of Allen County in 1817.

Northwestern Ohio was surveyed in 1820 by James Riley, Nathaniel Beasley & James Heaton. Included in the survey was Allen County then unnamed which included the Shawnee Indian Reservation in what is now known as Shawnee Township. Captain James Riley in letters to Edward Tiffin, Surveyor General, described the lands he surveyed as follows: "Hundreds of families of squatters have settled themselves on public lands along down the Maumee River. The St. Marys has been almost covered with boats, every freshet, for several years past, and now, though the lands have been for sale only two months, more than 100 families have already established themselves.... Most of the lands on the Auglaize, Hog River, Ottawa Creek and Flat Rock Creek and both banks of the Little Auglaize are fertile and very desirable....."

HISTORY OF LIMA, OHIO - PART TWO.

LIMA & ALLEN COUNTY 1820 - 1950. Early records of the Lima area show that Bath Township, organized in 1829, was the first local government established in Allen County. The Trustees' jurisdiction covered all of the present Allen and Auglaize counties and records of the township enumerate two school districts established in July of 1829. The limits of School District No. 1 for Sugar Creek Settlement, were the present site of Lima from Kibby Street north to within a mile south of the present-day village of Cairo and School District No. 2 for Hog Creek Settlement, east of District No. 1 to within two miles of the present limits of the village of Lafayette. By August 1830 the school districts had been increased to four and a census of the number of householders gave a count of sixty-nine, which represented a population of possibly 500 persons for the county at that time.

SETTLEMENT OF LIMA. When the Ohio legislature directed that a county seat for Allen County be established in 1831, a site was chosen and surveyed April 20, 1831. The original plat of the town, later to be named Lima, shows North Street as the boundary on the north, West Street on the west, the Ottawa River on the south, and Central Avenue on the east, with a "Parade Ground", our present Public Square, in the center. Sometime between June and September, 1831, the new community was named. "Lima" was chosen by drawing the names from a hat. This had been the suggestion of the Reverend Patrick G. Goode whose choice was said to have been influenced by the fact that much of the quinine or Peruvian Bark, as it was called, which was a necessity in the "Black Swamp" region in the vicinity of Lima, came from Lima, Peru.

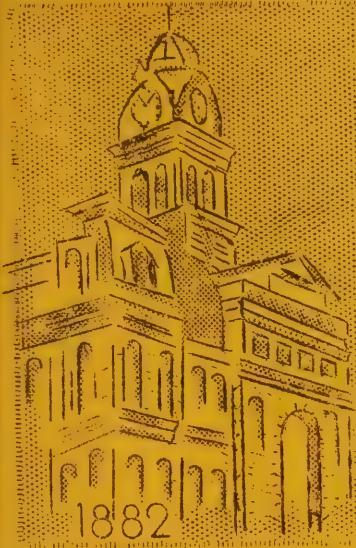
THE NEW TOWN WAS INCORPORATED in 1842 and H. W. Williams was named Mayor. With the completion in 1845 of the Miami & Erie Canal which passed through Delphos, 15 miles west of Lima, the city secured its first commercial outlet with the outside world. The Ohio & Indiana Railroad, now a part of the Pennsylvania R. R., reached Lima in 1854 and became the first of Lima's present net work of 5 railroad systems. By the time of the Civil War, Lima had a population of 1,989 persons, and agriculture and industry were well established. By the late 1860's the town had become an important

lumber center. The swamps and farm-lands of this rich northwestern Ohio area were still covered by virgin hardwood forests and the Davis Lumber Mill had blanketed out gunstocks for the U.S. Northern armies during the Civil War. By the war's end, the mills turned to the more constructive business of squaring railroad ties for the nation's fast-growing railroads. One of Lima's present-day industrial plants came into existence in 1869 with the organization of Carnes, Harper & Co., for the manufacture of sawmill machinery. The Lima Locomotive Works, now known as the Baldwin-Lima-Hamilton Corp., is a direct descendent of this company and built their first locomotive in 1879. The U. S. Census of 1880 gave Lima's population as 7,567 and left no doubt that it was to become the largest and most important city in the area. The comm-



unity was rapidly developing into a trading and transportation center with three railroads, a horse-drawn street railway, opened in 1878, many fine business "blocks",

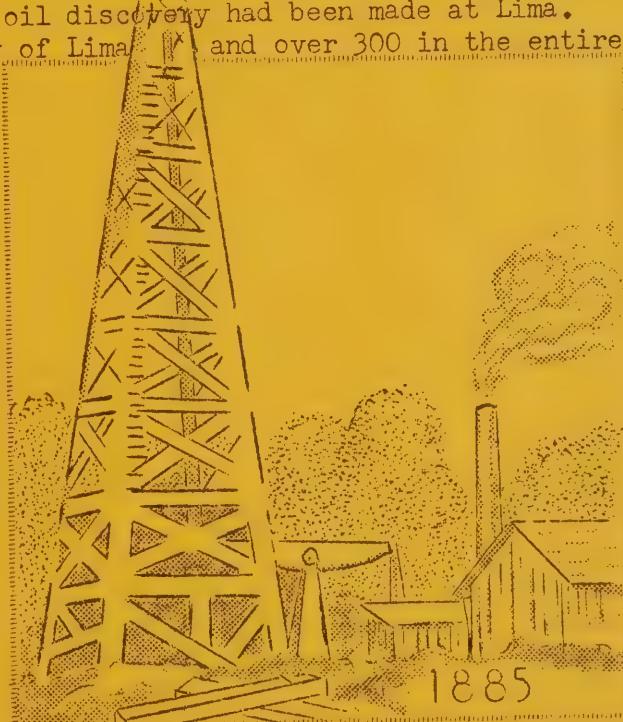
eight hotels, a locomotive works, railroad shops, plants manufacturing wagons, furniture and other wood products, a cigar factory, paper mill, tannery, flax mill and other growing industries, several of which are still in existence today.



Two of Lima's present-day landmarks were completed in 1882, the Allen County Courthouse constructed at a cost of \$350,000 and the Faurot Opera House, at that time and for many years thereafter, the most palatial show-house west of New York City. By 1885 Lima was already a prosperous city of over 7,500 persons with a varied industrial, agricultural and commercial activity. It was the county seat of a growing trading area with a county population of over 30,000 persons.

DISCOVERY OF OIL. B. C. Faurot, owner of a large paper mill, manufacturing straw board and egg cases, ordered the drilling of a well at the mill, hoping to strike a supply of gas. Several discoveries had already been made in Findlay which resulted in large quantities of natural gas being available for industrial use in that city. On May 19, 1885, the well at the paper mill, located on the west bank of the Ottawa River at the Pennsylvania Railroad crossing, was completed and in addition to gas it was found that large quantities of oil were also present. In a short time, it was determined that the well was capable of producing 150 barrels of oil per day and excitement ran high in Lima. The following August the second Lima well was put down on the south bank of the Ottawa River just east of Pine street bridge and production was started with a yield of over 60 barrels per day. By the Spring of 1886, wells yielding 200 barrels a day on the Shade Farm left no doubt that a major oil discovery had been made at Lima. By May, 1887, there were 70 wells in the city of Lima and over 300 in the entire Lima field which extended southwest through Wapakoneta and St. Marys and into Mercer County south of Celina. To the north the Lima oil field extended into Hancock, Seneca, Wood, and Putnam Counties. To the east into Hardin and Wyandot. In 1887 an electric generating plant was built and on July 4th, the street railway was converted to an electric line, among the first of its kind in the country.

PIPE LINES & REFINERIES. By 1888 pipe lines and refineries spread throughout the Lima district. The Buckeye Pipe Line Co., still an important Lima industry, had 250 miles of pipe lines and 170 iron storage tanks with a total capacity of over 6,000,000 barrels of oil. The Solar Refinery covered 120 acres of land and had a refining capacity of 5,000 barrels daily. The Ohio Oil Company with a capital of \$1,000,000 was producing over 40,000 barrels of oil daily from its wells. Production in 1890 reached 11,918,910 barrels. Population of the city soared to 15,981 in the 1890 U. S. Census. Between 1890 and 1900 over 1,600 producing wells were drilled in the Lima field. Production of oil had far outstripped any other field in the history of the country and reached 18,230,579 barrels in 1900 with total production for the 14 years since the discovery of over 190,000,000 barrels. Population of Lima totaled 21,723 in 1900 and commercial business continued to keep pace





with the growing "oil boom". Peak production in the Lima oil field was reached in the early 1900's but by 1910 commercial production had nearly ceased.

INDUSTRIAL GROWTH. After 1900 the development of the nation's railroad systems and the introduction of the electric interurban, the motor truck and automobile as a common means of transportation, resulted in a remarkable growth in Lima's industries engaged in producing petroleum products, locomotives and motor trucks. One of the pioneer producers of motor trucks, the Gramm Motor Car Co., was established in Lima in 1909.

ELECTRIC INTERURBAN LINES. The development of electric interurban lines throughout the nation in the early 1900's led to Lima's soon becoming the center of several new electric "traction" lines. By 1905 the interurban lines joined Lima with communities throughout Ohio, Michigan, and Indiana. The Western Ohio Railway provided service south to Wapakoneta, Celina, Minster, Piqua and eventually Dayton and Cincinnati. The Ft. Wayne, Van Wert & Lima electric line was operating in 1906. Through service was available in that year between Toledo and Dayton and electric interurban service soon connected Lima to Springfield and Columbus. During this period the electric line was as popular as the automobile is today, and community activities increased and trading areas were extended. Surplus power was sold to communities and farms along the lines, and the interests of the rural areas became more and more important in the life of the city. Between 1900 and 1910 over 2000 miles of electric railways were built in Ohio, and Lima became one of the important centers from which lines radiated to all parts of the state. The peak of the interurban cars popularity was reached in 1915 and for another decade the interurban held a prominent place in the commercial, industrial, and civic life of the community before it was superceded entirely by the automobile, passenger bus, and freight truck lines. Increase in the population of the city continued, and the U. S. Census of 1910 enumerated 30,508 for the city of Lima. Although commercial production of oil by this time was no longer important, the pipe lines extended to the oil fields of Wyoming, Texas, Oklahoma and Illinois and Lima's position as a pipe line and refining center was important during World War I. The Liberty Motor Truck was developed and produced in Lima for the U.S. Army and other of Lima's heavy industries were greatly expanded.



POPULATION BY 1920 was 41,326 in the city and 68,223 for the entire county. Like the rest of the nation, Lima's industrial and commercial resources were greatly expanded during the 1920's. New industries established during this time, most of which are familiar today, included the Gro-Cord Rubber Co., Superior Motor Coach Body Co., the Gaster Outdoor Advertising Co., Artkraft Sign Co., John R. Carnes Foundry, the Lima Armature Works and many others. Seven banks operated in Lima - The Metropolitan Bank, The American Bank, the First National, the Lima Trust Co., the Old National Bank, the City Bank, and the Dime Savings Bank. Five interurban lines were in operation - the Indiana, Columbus and Eastern Traction Co., the Fort Wayne, Van Wert & Lima, the Lima Defiance line, the Lima Toledo Railway Co., and the Western Ohio Railway. The City Manager-Commission form of government was inaugurated in 1922 and for years the city of Lima served as a model for this type of municipality. By 1925 Lima's skyline was taking on its present-day modern appearance. Already built was the 10-story Argonne Hotel and the Citizens' Building, and in December of that year a \$2,500,000 building

program was started which included construction of the 12-story Lima Trust Building, now known as the National Bank Building, and the 14-story Old National-City Bank Building, now the Cook Tower. Another new hotel, the Kirwan, was opened in 1926. New sub-divisions and real estate developments spread out beyond the corporation line on every side of the city. These included Westwood, Rosedale, Lakewood, Lost Creek and Springbrook sub-divisions. By 1927 the automobile traffic required the installation of the first traffic signal lights in the city. Lima's first airport was established in 1927 by R. E. Thompson on a temporary site east of town near Bellefontaine Avenue. By 1928 the Mason-Dixon Air Line was flying between Detroit and Cincinnati, and for the next two years made regular stops at Lima.

BY 1930 POPULATION OF LIMA totaled 42,287 with 69,419 persons in the county. During the early thirties, Lima and the nation experienced the worst "depression" in their history. These were the days of the bank "holiday", the "New Deal", FERA, NRA, and the WPA. The city, however, continued to move forward as commercial and industrial activities maintained a modest, but important, growth. The present post office was built at the corner of West High and Pierce Street in 1931. In the same year Lima and Allen County held their Centennial Celebration to celebrate the hundredth year since the founding of the county. In 1933 Lima changed its city government from the Manager-Commission form to Mayor-Council. Our present airport was built three miles west of Lima, and opened in 1935. The present Lima Stadium was built in 1936 and radio station WBLY, predecessor of our present WLOK, was opened in that year. One of Lima's largest industries was established in 1936, with the small motors division of Westinghouse Electric & Mfg. Co., taking over the long-idle Garford and Relay Motor Co. Building. On September 23, 1938, Lima joined in the Northwest Territory Celebration to commemorate the 150th anniversary of the first official settlement established in Ohio at Marietta July 15, 1788. Lima itself, in 1938, was 107 years old. It was in 1938 that motor busses began replacing the electric street cars that had served the city for over fifty years.

THE 1940 U.S. CENSUS showed a total of 44,711 persons in the city of Lima and 73,303 in the county. With World War II just over the horizon, Lima business and industry began setting records never before attained in the history of the city. By the time the U.S. entered the war in December 1941, Lima industry was well on the way to full conversion to war production. Lima industries soon ranked high in the manufacturing of transportation equipment, such as locomotives and army and navy vehicles, General Sherman tanks, power shovels and cranes, electric motors and electric equipment for aircraft, marine Diesel engines and steel castings. One of the nation's three modification centers for tanks and motorized military vehicles was built here and is operating at the present time on a peace-time basis as the Lima Ordnance Depot. The record achieved by Lima during World War II and the vital part the community played in the final victory, cannot be told in the space available here. With the coming of peace in 1945, Lima entered the period of reconversion, with industry and business on the highest level ever experienced in the city. Since that time, industrial employment and payrolls, commercial and agricultural activity have more than doubled.

BY 1950 THE POPULATION TOTALLED 50,246 persons according to the U.S. Census. Lima's residential and industrial areas have spread beyond the city limits and the total population within the three-mile metropolitan zone totals 68,685. Population of Allen County is 88,183. Many new and expanded industries have been added to Lima's growing roster of important manufacturing concerns - Pillsbury Mills; Ex-Cell-O Corporation; Artkraft-Universal Products; National Can Retinning; Western Condensing; Sohio Standard Oil Refinery; North Star Woolen Mills; etc. Lima has continued to dominate a wide trading area with a population of 350,000 persons in a 10-county area. The 1951 value of farm products in this area exceed \$150,000,000; retail sales total over \$300,000,000. Over 460 industrial firms employ a total of 40,000 persons in the Lima area. Lima now ranks ninth in the state in volume of business transacted. Lima is a city of homes, of diversified industry, of modern well-equipped municipal services, of prosperous retail stores - the center of a growing community - whose future is as great as its past.

KEY TO HISTORICAL SITES

in

ALLEN COUNTY

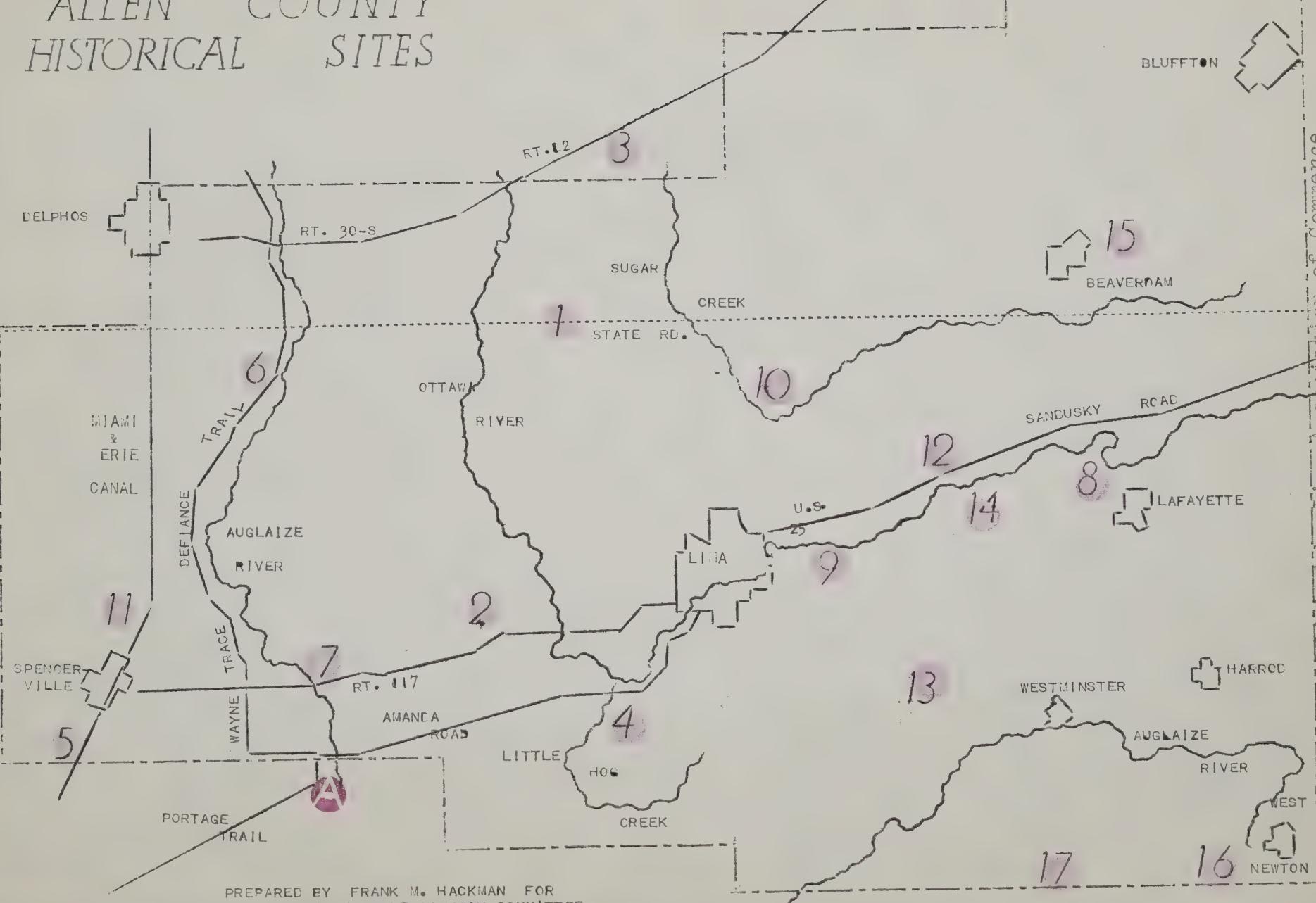
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Anthony Wayne Parkway Committee

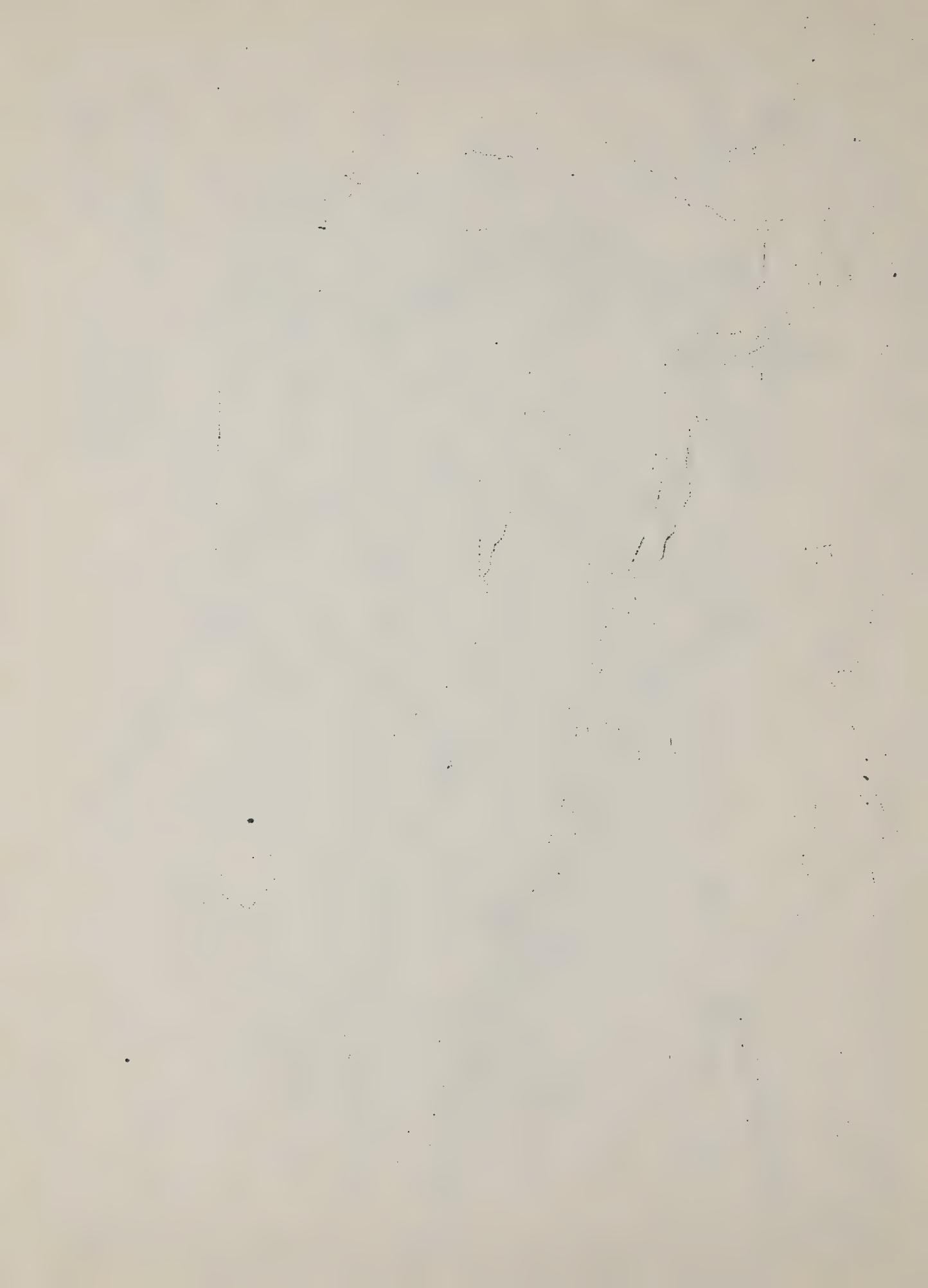
- (1) Original north line of Allen County - 1820.
- (2) Northeast corner of military reservation - 1795.
- (3) The Black Swamp.
- (4) Shawnee Council House - 1817-1832.
- (5) Deep cut on Miami & Erie Canal - 1845.
- (6) Old Defiance Trail road.- 1795.
- (7) Buckongahelas Village - 1770-1804.
- (8) Alexander McKee Hill - 1786.
- (9) Prehistoric Mound.
- (10) Sugar Creek Settlement - 1825. 6
- (11) Anthony Wayne military reservation - 1795.
- (12) First surveyed road in Allen County - 1831.
- (13) Crest of St. Marys Glacial Moraine.
- (14) Hog Creek Settlement - 1828.
- (15) Little Riley Creek - 1820.
- (16) Highest point in Allen County.
- (17) Continental Water Shed.
- (A) Fort Amanda - 1812.

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ALLEN COUNTY HISTORICAL SITES

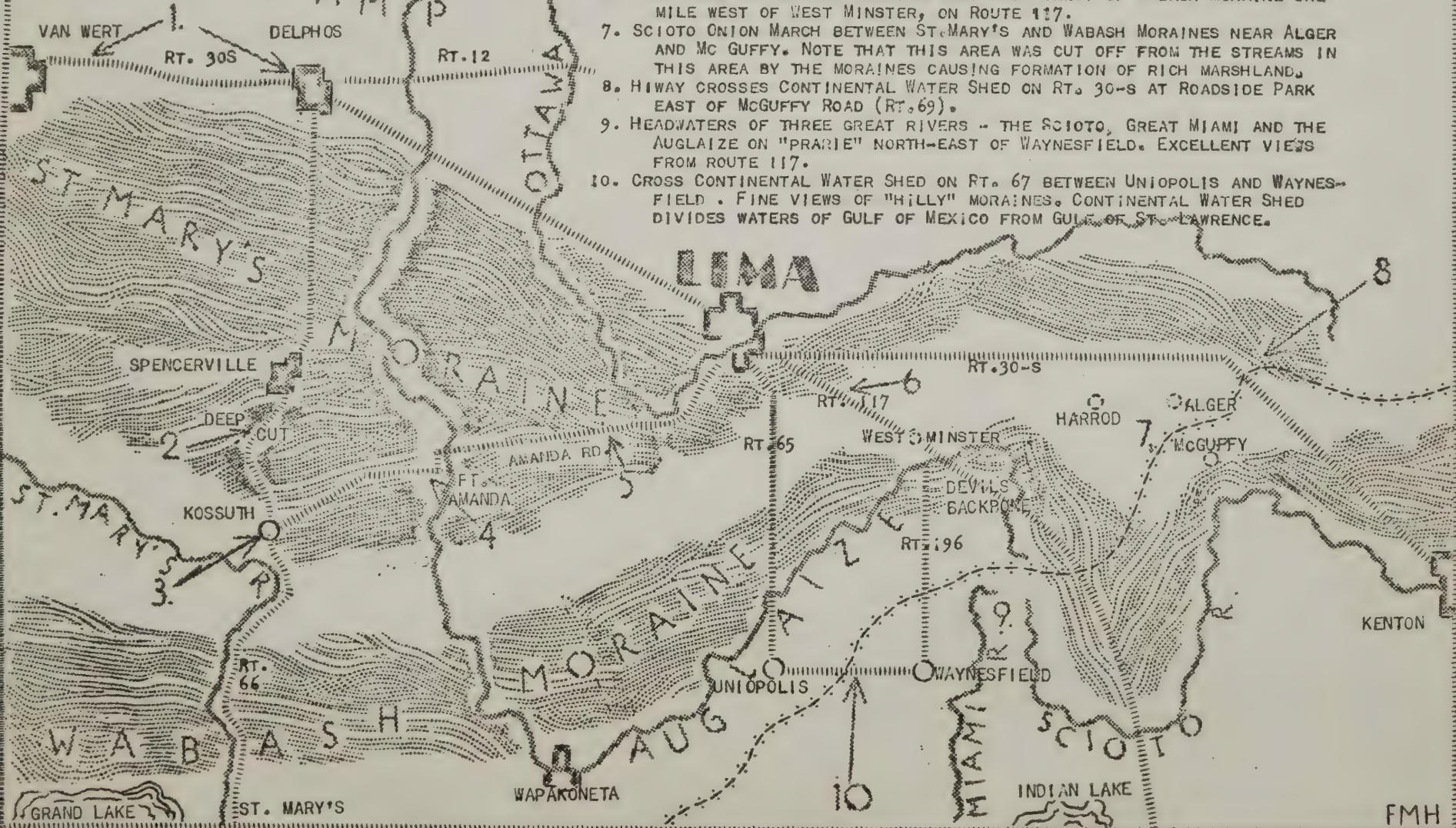


PREPARED BY FRANK M. HACKMAN FOR
ALLEN COUNTY ANTHONY WAYNE PARKWAY COMMITTEE

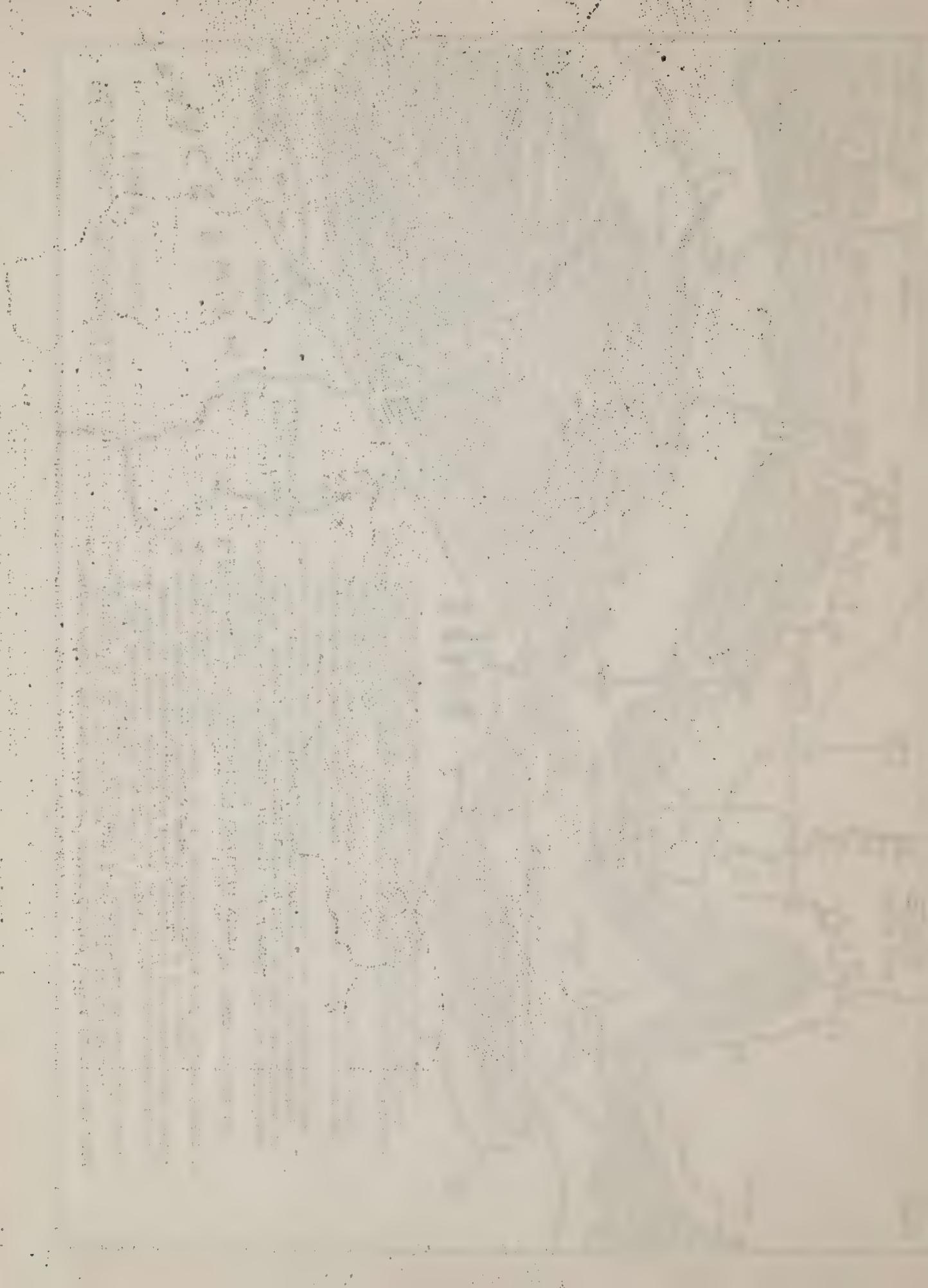


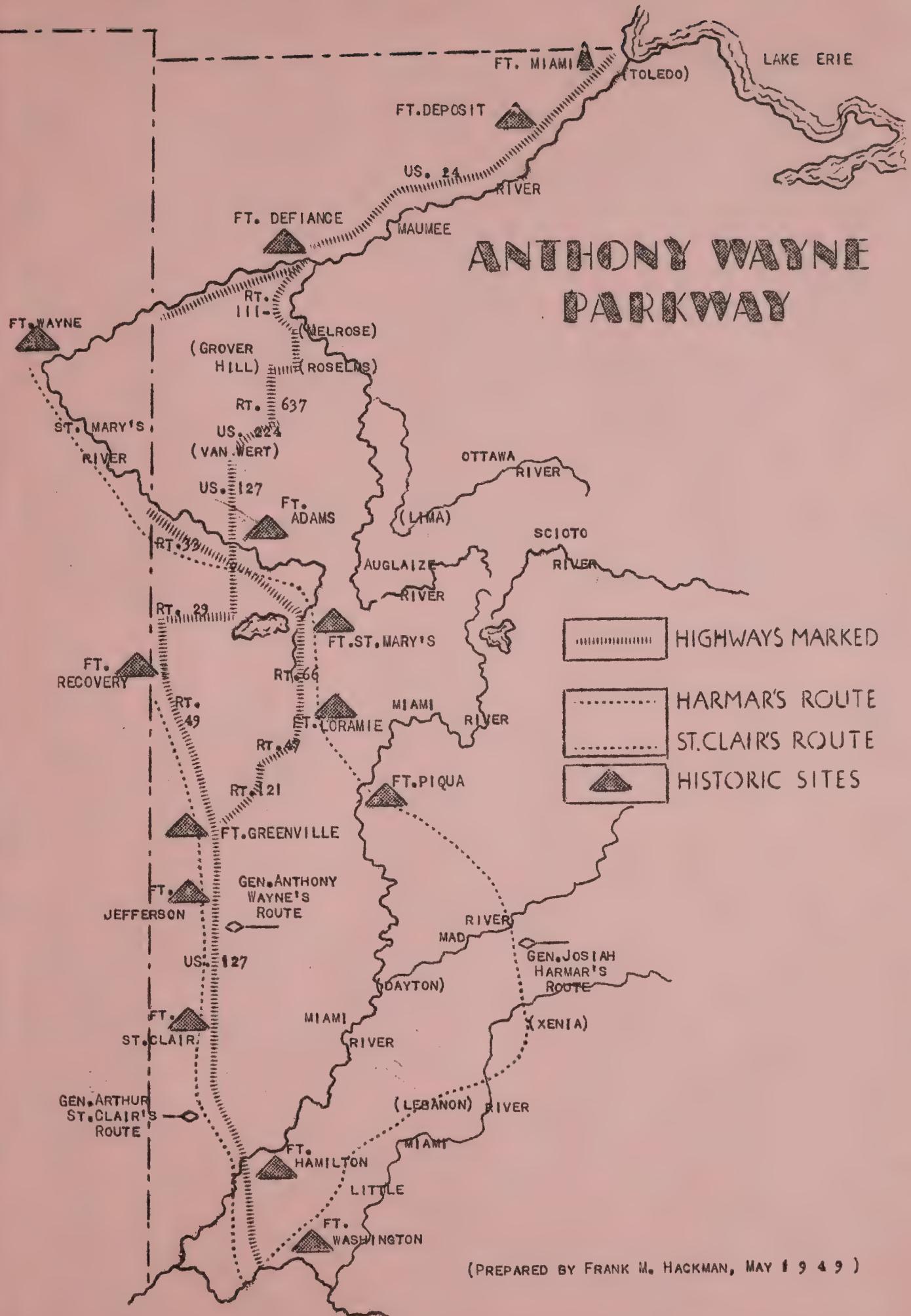
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A PROPOSAL FOR INCLUDING ALLEN COUNTY IN THE ANTHONY WAYNE PARKWAY

Prepared by Frank M. Hackman
Lima Association of Commerce

In order that the Committee may be familiar with the reasons for proposing that Allen County be included in the Anthony Wayne Parkway, we will briefly outline here some of the available information.

Most of us are familiar with the general facts of Anthony Wayne's campaign against the Indians in Northwestern Ohio, 1792-1796. How he established Ft. Greenville and Ft. Recovery in 1793 and marched against the Indians massed on the Maumee River in 1794. This route, shown on the folder you received previously, passed through Ft. Recovery to Ft. Adams, now the site of Rockford, then through Van Wert and northeastward to the Auglaize River; thence to the present site of Defiance. The Battle of Fallen Timbers was then fought near the present site of Toledo. Following this, Wayne moved up the Maumee River and built Ft. Wayne in October 1794.

From Ft. Wayne he returned down the St. Mary's River and back to Greenville, where the treaty with the Indians was signed in August 1795. All of this area is now included in the Anthony Wayne Parkway project, which will concern itself with developing the historic points along the route, marking and improving the highways, and instituting educational and recreations programs in keeping with the importance of these events. Wayne's entire campaign, as well as those of Harmer and St. Clair before it, were, in effect, a continuation of the Revolutionary War and cover a phase of our American history that has been sadly neglected.

Following the Battle of Fallen Timbers, General Wayne devoted much of his time to consolidating the military defenses of the region and stressed the importance of the area, now a part of Allen County, in the defense of the United States. The following record is the basis for our request that this county be included in future plans of the Anthony Wayne Parkway.

A letter by General Wayne to the Secretary of War, dated November 12, 1794, states: - "...As soon as circumstances will permit, the posts contemplated at Picquettown (Ft. Piqua), Loramie's stores (Ft. Loramie) and at the Old Tawa (Ottawa) towns at the head of navigation on the Au Glaize River (probably at the site where Ft. Amanda was later built), will be established for the reception of supplies by water carriage.....I am, therefore, decidedly of the opinion that this route (the one through Ft. Recovery and Rockford) ought to be totally abandoned and that route (through Piqua, Loramie, St. Marys, Amanda and up the Auglaize) adopted as the most certain mode of supplying those important posts at Grand Glaize (Defiance) and the Miami Villages (Ft. Wayne) and to facilitate an effective operation towards Detroit and Sandusky (still in the hands of the British).....it would afford a much better chain for the general protection of the frontiers.....would give us possession of all portages between the heads of navigable waters of the Gulfs of Mexico and St. Lawrence....."

The above is a quotation from Page 218 "History of Maumee River Basin," by C. E. Slocum. Further references to the establishment of these posts is contained on Page 236.

The Treaty of Greenville also specifically mentions the area in question when it says: - ".....the said aborigine tribes do also cede to the United States the following pieces of land to wit: - (1) One piece of land 6 miles square at or near Loramie's Store. (2) One piece 2 miles square at the head of the navigable water or landing on the St. Mary River near Girtytown (St. Mary's). (3) One piece 6 miles square at the head of the navigable water of the Auglaize River."

The treaty goes on to provide: - ".....and the said aborigine tribes will allow to the people of the U.S. free passage by land and by water.....from the commencement of the portage at or near Loramie's Store along the portage from thence to the river Auglaize and down the same to its junction with the Miami (Maumee) at Fort Defiance....."

Many other references to this subject are classified, although original research has not been made. This remains to be done and it is expected that this will reveal many further interesting facts regarding this subject - one of the most interesting, we believe, in the history of the time and especially of our own region.

It is for the above reasons that we believe that it is imperative that Allen County be included in the Anthony Wayne Parkway. It has been suggested that the route itself include approximately the following: - From St. Mary's north on State Route 66 to Kossuth (at which point the portage to the Auglaize began) northeast over township roads to the Auglaize River at the present site of Ft. Amanda; thence north on Route 198, which follows the west side of the Auglaize through Amanda Township to the Zion Church Road and continuing north following the road known as the Defiance Trail Road through Marion Township still paralleling the west side of the Auglaize River joining the present Anthony Wayne Parkway in the vicinity of Roselms in Paulding County.

Space does not permit even a brief outline of the historic events that took place on the route outlined above. Long prior to Wayne's selection of it as a vital link in the defense of the northwest frontier, it had been used by the Indians, French and English as a direct route from the Ohio River to the Lakes. It traversed a region valuable in the fur trade, teeming with beaver, mink, deer, bear, buffalo and other game and fur animals. Because of the region's value as a trade route and hunting ground, it held a prominent place in early French exploration, the French and Indian War, the Revolutionary War and its final campaign culminating in Wayne's treaty with the Indians, and the War of 1812.

For these reasons and others which we are sure further research will reveal, we urge that Allen County be included in the Anthony Wayne Parkway and that every effort be made to develop the educational, historical, and recreational possibilities of this region.

ADDITIONAL MATERIAL TO BE INCLUDED WITH THE
PROPOSAL TO INCLUDE ALLEN COUNTY IN THE
ANTHONY WAYNE PARKWAY

By Frank M. Hackman

At the suggestion of the Anthony Wayne Parkway Committee of Allen County a few more historical references are tabulated below, which seem to support the fact that the Auglaize River route was established by General Wayne and used by him following the Battle of Fallen Timbers.

As outlined in the material entitled "A Proposal For Including Allen County in the Anthony Wayne Parkway", there seems to be no doubt that the route outlined - St. Marys to Kossuth, across the "portage" to the Auglaize and down the Auglaize to Defiance was one of the ancient trade routes used long before the coming of the white men. Harlan Hatcher in his book "The Buckeye Country" refers to it as follows: - "The third route.....far over to the west, where the land-loving Twightwees farmed and hunted, was the Great Miami River over which went processions of canoes from Kentucky, past the dangerous confluence of the Mad and the Stillwater.....past the celebrated Indian village at Pickawillany....and on to the watershed and the easy portage over the gap to the Auglaize-Maumee...."

The Ohio Arch. & Hist. Pub. No. 27 states:-"After General Wayne's victory at Fallen Timbers, the Shawnee left their Miami settlements and took up their residence about the headwater of the Auglaize."

(NOTE: - There are several "clues" that we have used in trying to determine a more exact location for "Fort Auglaize". These are reference to - "the head of navigation of the Auglaize"; the "headwaters of the Auglaize" and reference to the "Tawa (Ottawa Indian) towns on the Auglaize". References also to the "portages" and to the "watershed" connecting the Auglaize with St. Marys and Loramie also help in determining the area in question.)

Continuing the sources of information regarding the Auglaize River route, we find: - Howe's Hist. Collections on pages 302-3 refers to the "Ottawa Towns on the Auglaize"; to Fort Auglaize 1794"; and to "...Another fort was also built by Col. Pogue at the Ottawa towns on the Auglaize, twelve miles from St. Marys...."

Slocum "History of Maumee Basin", page 236: - "The military stations in and near this Basin on the 3rd of February 1796 were: -also Fort Adams, Fort Recovery, Fort Jefferson, Fort Loramie, Head of Auglaize and Fort Greenville the head of this group with an aggregate of one battalion of infantry and one company of riflemen divided among them."

American State Papers, Military Affairs Vol. ii: - "The forts recommended March 29, 1796, to be maintained were: -Fort Defiance, Fort Wayne, Fort Adams, Fort Recovery, Head of Auglaize, Fort Miami and Michilmackinac, each by a garrison of fifty-six men...."

Slocum "The Ohio Country", page 124: - "(General Wayne) in person carefully selected the sites and planned Forts Piqua and Loramie by the upper water of the Miami River, Fort St. Mary by the river with the same name, and Fort Auglaize, by the head of the Auglaize. This was the head of its navigation, at the north end of the portage from Fort St. Mary to the Auglaize River and thus communicated directly with Fort Defiance by a shorter and better way than his first trail. The sites were well chosen and larger forts were built there for the War of 1812."

其一曰：「人情有所不能忍者，則有忍者，則無所不能忍者。」人情有所不能忍者，則有忍者，則無所不能忍者。」

其二曰：「人情有所不能忍者，則有忍者，則無所不能忍者。」人情有所不能忍者，則有忍者，則無所不能忍者。」

其三曰：「人情有所不能忍者，則有忍者，則無所不能忍者。」人情有所不能忍者，則有忍者，則無所不能忍者。」

其四曰：「人情有所不能忍者，則有忍者，則無所不能忍者。」人情有所不能忍者，則有忍者，則無所不能忍者。」

其五曰：「人情有所不能忍者，則有忍者，則無所不能忍者。」人情有所不能忍者，則有忍者，則無所不能忍者。」

其六曰：「人情有所不能忍者，則有忍者，則無所不能忍者。」人情有所不能忍者，則有忍者，則無所不能忍者。」

其七曰：「人情有所不能忍者，則有忍者，則無所不能忍者。」人情有所不能忍者，則有忍者，則無所不能忍者。」

其八曰：「人情有所不能忍者，則有忍者，則無所不能忍者。」人情有所不能忍者，則有忍者，則無所不能忍者。」

Slocum in his History of the Maumee River Basin, page 474, also quotes from "A View of Soil and Climate of U. S." by C. V. Volney, French traveler and writer: - ".....Volney.....passed down the Auglaize and Maumee in the early summer of 1796, on his way from Vincennes to Detroit and Philadelphia.....He was under charge of a military convoy from Cincinnati through the kindness of Major Swan by a road formed by the army through over 250 miles of forest. Five palisaded forts, neatly constructed (Forts Loramie, St. Mary's, Auglaize, Defiance and Miami) were the only stages in this journey".

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A study of the "water sheds" in the vicinity in question shows that there are two well defined routes that may have been used as portages and trails. The true water shed, which crosses Ohio and Indiana separating the waters flowing into the Gulf of St. Lawrence through Lake Erie and the waters flowing to the Gulf of Mexico through the Ohio River, crosses Mercer County through the townships of Recovery, Granville and Marion into Auglaize County in Jackson Township and follows the north side of Loramie Creek through the townships of Van Buren and Dinsmore in Shelby County, then into Auglaize County again, through Pushetta, Clay, Union and Wayne on the south side of the Auglaize and into Hardin County in the vicinity of Alger and McGuffey. This water shed also coincides with the St. John's Glacial Moraine, and we believe is the route described in the Greenville Treaty of Anthony Wayne as the Portage from Loramie to the Sandusky River.

The other water shed which we believe is the portage from the St. Marys to the Auglaize River (also described in the Greenville Treaty as the "head of navigable water of the Auglaize River" and as "the portage at or near Loramie's Store along the portage from thence to the river Au Glaize"), divides the waters of the St. Marys and the Auglaize rivers and is known as the Ft. Wayne or St. Mary's Moraine. The course of this "divide" is through Van Wert County in the townships of Willshire and Liberty, then into Union Township in Mercer County, thence through Salem and Logan Township (the site of Ft. Auglaize and Ft. Amanda) in Auglaize County. From this point the moraine water shed passes through Shawnee Township and the southern outskirts of Lima, into Perry and Auglaize Townships and continues on eastward on the south side of the Ottawa River. This route coincides in part with the Amanda Road through Shawnee Township in Allen County.

Source material for the above descriptions of the water sheds and moraines was secured from maps published by the Geological Survey of Ohio prepared by Frank Leverett and from the Mineral Industry Map of Ohio, published by the State in 1947.





